

COMPROMISE ON IMMIGRATION LAW IS NOW EXPECTED

House and Senate Committees
Being Unable to Agree
Over Quota Years.

WILL IT BE 1890 OR 1910?

WASHINGTON, April 2.—The best information obtainable is that the immigration law is to be extended for four years with the quota reduced to two per cent of all aliens in the United States under the 1910 census, says Coal Review. The present law admits three per cent under the 1910 census.

The House Immigration Committee is solidly behind the Johnson Bill which places the immigration quota at 1920, on the 1890 census of aliens. The Senate Immigration Committee has not determined definitely the census year but is understood to be in favor of adopting the 1910 census. To this the House Committee will not agree.

In the deadlock that is coming, with the certainty that immigration legislation must be enacted, there remains only the question of what will be the compromise. Congressional leaders are predicting that there will be a compromise resolution extending the present law for a period of four years with the quota reduced from three to two per cent on the alien population of 1910.

Within two weeks the House will pass the Johnson Bill with its restrictive measures on selective and non-selective immigration. This bill proposes reduction in immigration to a maximum of about 350,000 a year. The difference in the two propositions is in nationality of the permitted immigrants and the switch by the committee from the census year of 1910 to 1890 tells this story.

Before 1890 the Latin of the Mediterranean territory had not started to move to the United States as immigrants. The immigration had been from the Scandinavian countries and from Russia. They formed the backbone of the common labor in the United States. After 1890 there came an influx of the Italians, Greeks, and others of the Mediterranean countries.

The House Committee would stop this migration on the theory that such immigrants do not make good citizens. The Senate Committee holds a different view, claiming that the Latin in two generations become Americans while the Scandinavians and the Russian immigrants do not assimilate with the body politics of the American people.

There is some politics mixed up with the immigration legislation proposed in Congress. The American Legion is fighting for radical restriction. It is bringing forth the argument of "America for Americans." Against this argument is the campaign of the industrialists of the country who are insisting on immigration as the only way of building up the common labor of the country which is now in general demand.

The fight on immigration is sectional. The West would close the doors of America totally to all immigration. It fears the Asiatic peril because of experiences with the Japanese along the Pacific Coast states. The Mexico border states are alive to the danger of Mexican invasion of cheap man of labor but want it whether by law or otherwise, in the cotton fields.

In the New England states and in the Middle West the fight is against immigration. Competition in labor costs makes the New England states busy to support of restricted immigration, and the Midwest is busy with an agricultural fight against the world that permits of no interference from outside cheap labor.

There is a demand for immigration from the great industrial centers because of the ever growing need for more power mills and factories. The American of two generations has grown into a home-building individual, taught by propaganda from the federal government. Labor unions have set up a standard of living based on American ideals which are in conflict with the demands of the industrialists.

The Johnson Immigration Bill which the House will pass provides for a restricted immigration to two per cent of all aliens in the United States as of the census of 1890, with selective supervision in American diplomatic offices in the countries from which such immigrants are to come. Due regard is given to treaty rights under this bill and provision is made for visitation of aliens.

The Senate and the House Immigration committees have split on the nationality of immigrants to be admitted to the United States. The House Committee is seeking to restrict immigration from Southern Europe. The Senate Committee, led by Senator Cull, of Rhode Island, insists that Southern European immigration is desirable because of its ready assimilation while Northern European immigration does not grasp American ideals, and remains clan-like.

In detail the Johnson Bill provides for treatment of all foreign nationalities, for exclusion of all immigrants not entitled under federal law to become citizens of the United States, for admission of all blood relatives of naturalized citizens of the United States or of those seeking naturalization. All others demanding admission to the United States must prove their desirability to the American consul located in the country of the emigrant.

It is understood the Senate Immigration Committee has no quarrel with these provisions of the proposed law to take the place of existing law to expire by limitation June 1, next.

The fight is on between the House and Senate committees over the quota years — whether it shall be 1890 or 1910.

New High Record in Gasoline Production

Gasoline production in the United States aggregated, in January, 1924, 695,322,500 gallons, and established a new high record of monthly production, according to a report by the Bureau of Mines. The previous month of December had also established a new high record production mark. The daily average of gasoline production in January amounted to an increase of 3.5 per cent over the December daily average and an increase of 11.5 per cent over the rate of January a year ago. Imports of gasoline during January 19,239,197 gallons, a decrease of approximately 5,000,000 gallons from the December imports. The new gasoline supply (production plus imports) was 714,531,697 gallons, an increase of 12.1 per cent over last year's figures.

The indicated domestic demand for gasoline in January was 498,160,550 gallons, a decrease of about 29,000,000 gallons from the December figures. January exports of this product were 83,823,097 gallons, an increase over December exports of about 12,794,600 gallons. The total demand (domestic plus exports) was 582,000,000 gallons, a decrease of about 8,000,000 gallons, or 1.35 per cent from the December figure, but an increase of 12.2 per cent over the figures for January, 1923.

Gasoline stocks reported to the Bureau of Mines as of February 1 were 1,302,513,737 gallons, an increase of 127,617,730 gallons during the month. This seasonal increase in stocks, indicating the normal tendency toward accumulation of large gasoline stocks in the winter season when automobile activity slackens, compares with an increase in stocks of about 170,000,000 gallons during January of last year.

HALT IN DECLINE IN SOFT COAL OUTPUT WAS BUT TEMPORARY

Was Decrease of 815,000 Tons During
Week March 22; Bechive Coke
Showed Slight Gain.

WASHINGTON, April 1.—According to the United States Geological Survey the halt in the decline in the rate of soft coal production was but temporary, and production decreased again in the week ended March 22. The total output, including lignite, coal coked at the mines and local sales, is estimated at 9,309,000 net tons. This was 218,000 tons less than in the week preceding and 1,115,000 tons less than in the corresponding week a year ago.

Railroad reports of cars loaded show that the observance of St. Patrick's Day had but little effect on production. Preliminary reports for last week show a decrease in loadings of approximately 4,000 cars, indicating the probability of a further decline in the weekly rate of output.

The production of soft coal during the first 239 working days of the coal year 1923-24 was 532,016,000 tons, as compared with 417,168,000 tons in 1922-23. The present year has exceeded by 20 per cent the average of the three most recent years of depression and is but eight per cent behind the two years of greatest industrial activity.

The production of bechive coke improved somewhat in the week ended March 22. The total output, as estimated from reports of the coke carriers is placed at 316,000 net tons, against 298,000 tons in the preceding week. Practically the entire increase occurred in Pennsylvania and Ohio.

The present rate of output is approximately 18 per cent less than at the corresponding date of 1923, and 31 per cent less than in 1920.

According to The Courier the output in the Connellsville region was 238,840 net tons.

Cumulative production to March 22 stood at 2,367,000 tons which was 110 per cent ahead of 1922 and 29 per cent ahead of 1921, but 28 per cent behind 1920 and 1923.

Production by states, compared with the corresponding week last year, was as follows:

	1923	1924
Pennsylvania and Ohio	257,000	304,000
West Virginia	17,000	24,000
Alabama, Kentucky,		
Tennessee and	22,000	24,000
Georgia	10,000	10,000
Virginia	10,000	10,000
Colorado and New		
Mexico	5,000	5,000
Washington and		
Utah	3,000	3,000
U. S. Total	316,000	364,000

Biggest Week in Car Loadings in Month of March

Loadings of revenue freight for the week ended March 15 totaled 910,953 cars, the greatest number for any corresponding week on record. This was an increase of 12,827 cars over the corresponding week last year and an increase of 101,871 cars over the corresponding week in 1922, and an increase of 61,853 cars over the corresponding week in 1920.

Compared with the preceding week this year, it was a decrease of 12,532 cars due principally to reductions under the preceding week in the number of cars loaded with grain and grain products, forest products and miscellaneous freight.

Car loadings totaled 170,531 cars, 747 cars above the week before, 15,482 cars under the corresponding week in 1922, when coal shipments were unusually heavy owing to the anticipated strike of miners.

Coke loadings totaled 13,631 cars, 966 below the preceding week and 1,459 cars under the same week last year, but 5,540 cars above two years ago.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to
Saturday, March 29, 1924.

Ovens	Works	Name of Operator	Address
182	Beatty	Beatty	Connellsville
183	Beatty	Beatty	Connellsville
184	Beatty	Beatty	Connellsville
185	Beatty	Beatty	Connellsville
186	Beatty	Beatty	Connellsville
187	Beatty	Beatty	Connellsville
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189	Beatty	Beatty	Connellsville
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DAILY CAPACITY 300,000

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Significance and Value Of Super Power Scheme to Eastern United States

Made Possible by Improvements in Electrical Machinery and Transmission.

MEANS REDUCED COSTS

In Producing and Using Electric Current for All Industrial and Domestic Purposes; Will Conserve Coal Resources; Abate Smoke Nuisance.

An interesting and valuable contribution to the literature of Super Power is found in an article in the current issue of the *Manufacturers Record* by Mrs. B. Whitman, chairman of the Maryland Public Service Commission. Characterizing the linking together of the companies comprising the Coal Field Super Power Group as "a step toward the ideal of super power development covering the whole country," Mr. Whitman continues:

"This Super Power development has been studied by some of the foremost engineers in the country. Estimates of the cost of the development of plants which can be made by substituting electric power developed at these plants for the power now used by the thousands of small power plants including the steam engines on the railroads, have been estimated and show a tremendous saving in the cost of power production.

"The Super Power scheme contemplates the development of hydro-electric power at all economically available locations on the principal rivers and streams, and the location of huge steam power plants at or near the coal mines. The cost of building transmission lines to carry the electricity by means of copper wires to the place of final use is much less than it is to transport coal in freight cars over expensive railroads. After the transmission lines are once constructed that is no cost of operation. In sending the electric current over them, and its cost of maintenance is much less than the cost of maintaining a railroad. To carry coal on a railroad, call for large expenditures for labor, coal and maintenance of rolling equipment, as well as the maintenance of the road bed, track, bridges and other necessary structures.

"One of the difficulties which has been encountered in the selection of sites for steam plants is that the coal mines are usually located in the mountain districts where the streams are small. The modern steam plant for the manufacture of electric power requires tremendous quantities of water for condensing purposes. If water is not available in large quantities as well as coal, large steam power plants cannot be built.

"The rapid advances that have been made in recent years in both the manufacture of machinery for generating electricity and the methods of transmission have made the Super Power scheme feasible. A dozen years ago a 10,000 kilowatt generator was considered a tremendous unit. Now units of double or triple this size are of common occurrence, and the size of units which can be manufactured is limited only by the capacity of the railroads to transport the machines to the place where they are to be erected. Because of the improvements in the efficiency of power companies to scrap perfectly good equipment and spend thousands of dollars to replace it with modern equipment.

"The possibility of the economical transmission of electricity over long distances depends upon the voltage at which the current can be placed upon the lines at the point of generation. The size of the wires required varies inversely as the voltage. With the development of alternating current machinery and step up and step down transformers, the voltage at which current is delivered to, transmission lines has increased from a few thousands of volts, and now the transmission of power at 1,000,000 volts is believed possible. Already in the far western states, power is being transmitted for distances of over two hundred miles at 220,000 volts. At the meeting of the American Institute of Electrical Engineers in Philadelphia in February, theoretical figures were produced by the electrical engineers of the big manufacturing companies demonstrating the feasibility of transmitting current five hundred miles or more.

"The Super Power scheme for the entire country contemplates the construction of hydro-electric plants and huge steam power plants for the generation of electricity at points scattered over the whole United States. These large generating stations will then be interconnected with transmission lines in such a manner that any locality can be supplied from two or more sources of power. If there is a shortage of power in any locality due to such reasons as low water at the water power plants or a breakdown of machinery or equipment, or if there are unusual or peak demands, the shortage can be made up by the connected plants. With possibility of transmitting power five hundred miles or more, the water power plants of Maine could be interconnected with the steam plants in the anthracite coal fields of Pennsylvania, and water power plants on the waters of the upper Hudson river and the St. Lawrence river.

"Many of the larger power plants throughout the country already have interconnections. According to the newspaper accounts the eleven companies which have just entered into a joint connection compact and are operating in the five states previously mentioned, will soon be connected to the already linked stations in the Chicago group, to the group along the Niagara river on the north, and to the southern super power system in the South. To connect with the Niagara group will require the building of but sixty miles of transmission line between Erie, Pa., and Niagara, and to connect with the southern system it requires the construction of approximately the same mileage of transmission lines between Charleston, W. Va., and Winston-Salem, N. C.

"The advantages of a Super Power system over the previous method of each company operating individually may be summed up as follows:

"(1) Conservation of coal resources. By utilizing the power that at present goes to waste in our streams, our coal resources will be conserved and will last for a great many more years than they will at the present rate of consumption.

"(2) Greater reliability of service. With power available from two or more sources, the chance of a breakdown or shortage is greatly minimized.

"(3) Reduction in the cost of producing electricity. A number of water power plants can be developed which will produce tremendous quantities of electricity at a low cost. The initial or construction costs for water power plants are usually very large, but the cost of operation as compared to a steam plant is very small. With the steam plants built at or near the coal mines, the cost of the coal will generally be less than one-half the cost of coal in the cities along the Atlantic Coast. With the large super power steam plants equipped with all the latest devices for economizing and increasing the efficiency of the generating machinery, the cost of production will be much lower than in the average individual plant. With these large plants each having a capacity of hundreds of thousands of kilowatts, and the cost of current can be produced by the consumption of one and a half pounds of coal or less. With the individual power plants there are few that consume less than two pounds of coal per kilowatt-hour, while many of the smaller and less efficiently managed plants consume four to six pounds of coal. With the plants under one hundred kilowatts in capacity the coal consumption will frequently run to eight to ten pounds of coal per kilowatt-hour. It has been estimated that in the eleven northeastern states from Maryland to Maine, the necessary super power plants can be built for approximately two billion dollars and that the annual saving from this expenditure will amount to five hundred million dollars.

"(4) Cheapening of manufacturing costs. This will result from the lowered cost of production and should help to lower the high cost of living in general, encourage manufacturing, and the cost of current to the household user will not be greatly affected. At the present time in the larger individual plants the cost of producing current is not far from one cent per kilowatt-hour, while the household consumer pays usually from eight to ten cents for the larger plants, and as high as 15 to 18 cents for the smaller plants. The reason for this lies in the fact that each household consumer costs the company from 10 to 15 cents for interest, depreciation, maintenance and overhead expenses, such as meter readers, billing, collection, etc., and all of these costs are the same whether any current is used or not. If the consumer uses but 200 kilowatt-hours of current in a year, then these charges amount to five cents or more without the expense of making or distributing the current. The rate schedules of the larger companies will vary from seven to nine cents for small consumption, and dropping to four cents and even as low as two and a half cents, as the consumption increases. The principal hope for cheaper current to the household lies in increased consumption, rather than in lessened cost of generation.

"(5) Abatement of smoke nuisances. The electrification of the steam railroads and the use of electric power in many plants now using steam would greatly reduce the smoke problem in many of our cities. In Baltimore the electrification of the Pennsylvania and Western Maryland railroads, and the complete electrification of the Baltimore & Ohio would remove by far the greatest cause of complaint regarding the smoke in that city.

"(6) Aid to navigation. By the construction of dams across our main rivers to develop power, these same rivers can be made available for much greater distances from their mouths by constructing locks at the dams.

"(7) Aid to national defense. With the Super Power scheme fully developed our cities will not depend on one source of supply for their power. It will be possible to put manufacturing plants at interior points for the production of war industries, and the Baltimore & Ohio would remove by far the greatest cause of complaint regarding the smoke in that city.

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LIST OF COKE OVENS IN THE LOWER CONNELLVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, March 29, 1924.

Ovens	In Works	Name of Operators	Address
40	40	Adah	MERCANT OVEN.
205	205	Allison No. 1	Weston-Fayette Coke Co. Greensburg
206	206	Allison No. 2	W. J. Halsey, Inc. New York
142	142	American 1	American Coke Corporation Pittsburg
240	240	American 2	American Coke Corporation Pittsburg
59	59	Brownsville	Brownsville Coke Co. Brownsville
208	208	Century	Century Coke Co. Brownsville
40	40	Champion	Champion C. V. Coke Co. Uniontown
118	118	Champion	Champion Gas Coal Co. Pittsburg
402	402	Donald 1 & 2	Consolidated Coke Co. Pittsburg
180	180	Donald No. 3	Consolidated Coke Co. Pittsburg
101	101	Griffin No. 1	Wallerburg Coke Co. Uniontown
132	132	Greene	Greene Coal & Coke Co. Uniontown
32	32	Hemery	South Fayette Coke Co. Uniontown
34	34	Hooper	Old Connellville Coke Co. Smithfield
129	129	Frederick	Republic Coal & Coke Co. Connellsville
119	119	Garwood	Aetna-Cville Coke Co. Connellsville
53	53	Genuine	Genuine Cville Coke Co. Uniontown
200	200	Griffin No. 1	Hecla Coal & Coke Co. Pittsburg
161	161	Griffin No. 2	Hecla Coal & Coke Co. Pittsburg
210	210	Herbert	Cville Central Coke Co. Pittsburg
45	45	Ittleside	Westmoreland Gas Coal Co. Pittsburg
62	62	Mill Top	E. Connellville Coke Co. Connellsville
105	105	Hustead	Hustead-Seneca C. & C. Co. Uniontown
240	240	Isabella	Hecla Coal & Coke Co. Pittsburg
143	143	Katherine	Valley Connellville Coke Co. Uniontown
200	200	Labell	American Coal Fuel Co. Labella
200	200	Lafayette	Atlas Coke Co. Helen
30	30	Lincoln	Lincoln Coal & Coke Co. Uniontown
200	200	Lincoln	The Bixler Coal & Coke Co. Pittsburg
40	40	Little Gem	Cville Central Coke Co. Pittsburg
250	250	Low Phos	Low Phos Coke Co. Pittsburg
202	202	Louise	Louise Coal & Coke Co. Pittsburg
64	64	Marion	Southern Cville Coke Co. Connellsville
200	200	Old Home	Snowden Coke Co. Uniontown
202	202	Puritan 1 & 2	W. J. Halsey, Inc. Uniontown
72	72	Puritan No. 4	Puritan Coke Co. Uniontown
80	80	Puritan No. 5	Puritan Coke Co. Uniontown
104	104	Puritan No. 6	Puritan Coke Co. Uniontown
101	101	Puritan No. 7	Puritan Coke Co. Uniontown
120	120	Rich Hill	Rich Hill Coal & Coke Co. Uniontown
275	275	Royal	W. J. Halsey, Inc. Smithfield
30	30	Seckert	Russell Coal & Coke Co. Smithfield
375	375	Seagriff	Bourne-Fuller Coke Co. Uniontown
200	200	Shamrock	Fayette Coke Co. Pittsburg
210	210	Starling	Consolidated Coke Co. Pittsburg
400	400	Thompson 2	Thompson Cville Coke Co. Pittsburg
320	320	Tower Hill 1	Eastern Coke Co. Pittsburg
344	344	Tower Hill 2	Tower Hill Cville Coke Co. Pittsburg
42	42	Virgin	Byrne Coal & Coke Co. Scottdale
500	500	Washington	Washington Coal & Coke Co. Pawan
200	200	Washington	Washington Coal & Coke Co. Pawan
30	30	Windsor	Windsor-Gilmore C. & C. Uniontown
20	20	Yukon	Whyel Coke Co. Uniontown
9,000	5,000		
400	400	Alma	Pittsburg Steel Co. Alma, Pa. Co.
100	100	Bridgeport	H. C. Frick Coke Co. Pittsburg
426	426	Buffington	H. C. Frick Coke Co. Pittsburg
500	500	Colonial No. 1	H. C. Frick Coke Co. Pittsburg
150	150	Colonial No. 2	H. C. Frick Coke Co. Pittsburg
300	300	Colonial No. 3	H. C. Frick Coke Co. Pittsburg
236	236	Denbo	H. C. Frick Coke Co. Pittsburg
230	230	Denbo	H. C. Frick Coke Co. Pittsburg
500	500	Edenboro	H. C. Frick Coke Co. Pittsburg
400	400	Footdale	H. C. Frick Coke Co. Pittsburg
202	202	Genova	McKeesport Coal Co. Leasport, Ohio
402	402	Lambert	H. C. Frick Coke Co. Pittsburg
516	516	Lockport	H. C. Frick Coke Co. Pittsburg
214	214	Martin	H. C. Frick Coke Co. Pittsburg
40	40	Natromer	American Coke Corporation Uniontown
489	489	Orient	Republic Iron & Steel Co. Uniontown
400	400	Republic	Republic Iron & Steel Co. Uniontown
550	550	Renaud	H. C. Frick Coke Co. Pittsburg
400	400	Stompson 1	Hedstone Coal & Coke Co. Pittsburg
6,300	2,427		

essential that this important development shall take place in such a way that the interests of the people are protected to the fullest possible extent, and also to see that impractical theories do not make the scheme impossible by making impossible the requirements in connection with the carrying out of the proposition.

STONE DUSTING AS USED IN BRITISH MINES SHOWN HERE

Visiting Engineers Give Demonstration at Experimental Mine.

IS REQUIRED IN ENGLAND

"Stone dusting," the method employed in British coal mines to prevent the widespreading of mine explosions, has proved more effective than the watering method relied upon in most of our coal mines of the United States, according to an official mission from Great Britain which is now returning home after having spent several weeks in this country arranging for joint research work with the Bureau of Mines, under a plan officially agreed upon by the British and American governments.

The mission witnessed a series of coal dust explosion tests at the experimental mine of the Bureau of Mines at Bruceton. British Silico-coal dust, similar to Pittsburg coal dust, was used, and the tests indicated that the British coal dust required about the same amount of inert dust in order to prevent an explosion, from starting, or, if an explosion of fireball occurred, to prevent the explosion from propagating through the agency of coal dust, this being the cause of all widespread coal mine explosions.

Meetings with mining men were held in Pennsylvania, West Virginia, and Illinois at which the members of the British mission explained the method of rock dusting as used in Great Britain, where it is known as "stone dusting," and where some collieries have used it for more than 12 years. Its use in Great Britain has been compelled by law in all naturally dry mines since June 30, 1920. Since that time, there have been no explosions in thoroughly dusted mines.

Except for a few mines, rock dusting has not been used in the United States, although it has been strongly recommended by the Bureau of Mines. Watering or humidifying has been relied upon in coal mines of this country, but the numerous coal dust explosion disasters of the past two years, some of which have occurred in what were considered well-watered mines, have caused mining men to be suspicious of the efficiency of watering.

Bureau of Mines officials state that watering as a general method is a failure and they urgently recommend rock dusting. The method has several great advantages: It does

not have to be applied daily in every part of the mine as watering has to be; the dust is visible and the presence of coal dust can be observed readily, which is not true in a watered mine; and the lightness of color of rock dust suitable for the purpose improves the illumination of the mine passages and so tends to prevent many individual accidents from haulage and dangerous roof conditions.

Many kinds of rock dust are suitable for the purpose, notably limestone and light-colored clayey shale free from flinty particles which would be unhealthful to breathe. The Bureau of Mines offers to assist mine operators in determining the suitability of material which may be available for the purpose of rock dusting. The British mission consisted of Prof. R. V. Wheeler, Director of the British Mines Explosion Experimental Station at Eakemans, Henry Walker, Deputy Chief Inspector of Mines of Great Britain; and W. R. Chapman, scientific assistant to Prof. Wheeler. The party spent some time at the Pittsburg Experimental Station of the Bureau of Mines and visited, under the guidance of George S. Rice, chief mining engineer of the Bureau of Mines, mining districts in Pennsylvania, West Virginia, and Illinois. In Southern Illinois they saw at the mines of the Old Ben Coal Corporation the first general application of rock dusting in this country to prevent mine explosions.

72 QUALIFY IN FIRST AID TESTS AT STAR JUNCTION

Red Cross Medals, Bars and Certificates and Mines Bureau Awards.

DR. COCHRAN TEACHER

Seventy-two members of first aid classes at the plants of the Washington Coal & Coke Company at Star Junction qualified for certificates and medals at an examination conducted March 26, in the community house at Star Junction by representatives of the American Red Cross and the United States Bureau of Mines.

Red Cross certificates were won by 28 members of the class, Red Cross medals by 18, first bars by 12 and second bars by 21. Mines Bureau certificates were won by all.

The class had been conducted under the auspices of the coke company, with Dr. J. L. Cochran of Connellsville as instructor. Weekly sessions were held in the community house. All passed the tests given.

The examination was conducted by Mr. Grove of Pittsburg, representing the Bureau of Mines, and Dr. R. S. Martin of Star Junction, representative of the Red Cross. Dr. H. C. Hoffman of Connellsville and Dr. H. J. Bell of Dawson were the judges.

The members of the class were put through the work assigned by teams of six.

All of the main ranges of Red Cross examinations, including first aid, first aid, first aid, and first aid, have been given. The members of the class were put through the work assigned by teams of six.

Why?

Why are we asking for higher rates at a time when everyone is hoping and looking for lower prices generally?

When we adopted our present rates we had some 600,000 telephones in Pennsylvania. Most of the plant for their operation was installed at prices averaging those of 1912 and 1913 for labor and materials, and these rates were calculated to allow a fair return on that investment.

Since May, 1920, we have put in

half a million telephones (for a net gain of 200,000), and all of them, including the additional new plant required for their operation, at the new cost levels.

Telephone plant wears out. All replacements, too, have been made at these higher prices.

In the next five years we must put in 925,000 new telephones, gross, to meet the demands of the people of Pennsylvania for service.

Here is the point!

Telephone rates made in 1920, when the investment was \$137 per telephone in service, do not provide an adequate return today, when the investment is \$177 per telephone in service, and constantly increasing.

A reasonable increase in telephone rates is necessary in order to attract the tremendous amounts of new capital now required, not only to meet the demands for expansion, but also to keep up the existing service.

THE BELL TELEPHONE CO. OF PENNSYLVANIA
L. H. EMMARD, President

Seventh of a series of advertisements regarding the present telephone service program in Pennsylvania.

W. W. PARSHALL G. S. HARAH JAMES R. CRAY

PURITAN COKE COMPANY

High Grade Low Sulphur Connellsville Furnace and Foundry Coke and By-Product Coal

Capacity—1,000 Tons Coke and 800 Tons Coal Daily

All Railroad Connections. UNIONTOWN, PA.

PRODUCERS COKE COMPANY

Selling Agents—

Standard Connellsville Low Phosphorus

Furnace and Foundry Coke

Also Smelter and Heating Coke and By-Product Coal.

SHIPMENTS VIA ANY RAILROAD

OFFICES: 508 Fayette Title & Trust Building, UNIONTOWN, PENNSYLVANIA.

Monthly Capacity 100,000 Tons

Additional B. & O. Freight Station and Widening South Arch Street Suggested

A citizen who has long had an interest in and has given much thought and study to means whereby improvements of a substantial character may be made in the city, offers the suggestion that an effort be brought to the attention of the officials of the Baltimore & Ohio Railroad Company the desirability of erecting a freight station on Water street south of Crawford, as preliminary to widening South Arch street.

"There is need of this as a convenience to shippers and to the railroad as a facility for taking care of the business here and to increase its volume. To the city there would be provided an opportunity to make South Arch street a better outlet to and from the South Side and South Connellsville," he said.

"Everybody realizes that there is need for some plan that will relieve the congestion of traffic on South Arch street and that the widening of this street is so narrow that two-way traffic and the street cars cannot pass over it at the same time. I am convinced that if the matter is handled in the right way, by selecting the right persons and making all the facts and information at their disposal, and they in turn hold a conference with President Willard, he will be found ready to give consideration to the plan. He, like all railroad executives, is running the Baltimore & Ohio as a business proposition. If he can be convinced that such an improvement in his company's facilities in Connellsville will bring increased patronage and larger revenues, he will not be disposed to withhold his approval of the proposition.

"Such an improvement as the widening of South Arch street to 40 feet for a part of its length and to 30 feet for the remainder ought to fit in with the plan the City Planning Commission has worked out. That it will be of decided advantage in solving the traffic problem must be apparent to every person who is familiar with the present situation.

"As a taxpayer myself, I would favor the very paying the expense of sending a committee to President Willard for the purpose of laying the matter before him."

London Strike Ended.
LONDON, April 1.—Train and bus service was resumed today on full schedule in all parts of London, following acceptance by the striking workers of terms offered them last week.

May Break With Union.
A break with the United Mine Workers of America is threatened in the Nova Scotia fields where the miners have voted once again to reject the contract recently negotiated by the international and provincial officers.

Enginemen Missing After Train Goes Into Flooded Stream
NEWARK, Ohio, March 29.—Four men, the crew of a Baltimore & Ohio freight train were believed killed when it crashed through a bridge into the swollen waters of Hog Run today.

The train, carrying eight cars and a caboose had reached the center of the bridge when it collapsed.

Menek For Employers.
Employees are to be given the opportunity to buy stock in the Bethlehem Steel Corporation, a subsidiary of the Bethlehem Steel Corporation, which operates mines in the Fairmont district.

All of the main ranges of Red Cross examinations, including first aid, first aid, first aid, and first aid, have been given. The members of the class were put through the work assigned by teams of six.

Foltz Satisfied With Jury's Verdict; Appeal For New Trial Unlikely

Got Square Deal From All Concerned, Slayer of Ben Younklin Says

JURY OUT SEVEN HOURS

Finding Announced at 10:45 O'clock and Judge Van Swearingen Then Discharges Jurors. Some of Whom Had Been Prisoners for Days

Jacob K. Foltz is satisfied with the outcome of his trial for the murder of Benjamin R. Younklin. He expressed himself, in fact, in a statement after a jury had returned a verdict of voluntary manslaughter. He indicated, however, that he was disappointed that the jury had not acquitted him. There was no indication that a new trial was being sought.

"I feel satisfied," Foltz said to a reporter. "I had a fair and just trial from the court, the jury and the newspapers and all that were in any way connected with the trial. I was disappointed, however, that it was not an acquittal verdict as I am sure the preponderance of the testimony was in my favor. However, I have no criticism for the jury. I am feeling in the best of health. Further than that, I do not care to say anything."

The possible penalty that may be imposed is \$1,000 fine and 12 years to the penitentiary. The court has the power to parol the prisoner.

The verdict was returned at 10:45 o'clock. The jury had retired for deliberation at 5:45 o'clock. It was out just seven hours.

Rev. O. J. Rishel, pastor of the Methodist Episcopal Church at Point Marion, was foreman of the jury. There were but few persons in the court room when Sheriff J. R. Adams brought Jacob Foltz across the bridge of sight to listen to his fate. Deputy Clerk of Courts Samuel P. Flenniken called the roll of jurors and asked them if they had agreed on a verdict. Foreman Rishel replied, "We have. Guilty of voluntary manslaughter."

The prisoner stood erect with his counsel as it had done on the day of arraignment and with unflinching head followed the verdict unflinchingly. Following this word of the jury, he sat down and conferred with counsel for a few minutes before returning to the jail in charge of a deputy sheriff.

The entire proceeding was colorless. Mrs. Foltz, wife of the prisoner, had left the court room an hour earlier for her home in Dunbar after being informed by friends that a verdict would be reached before morning.

Mrs. Helas Younklin, widow of the man who was slain by Foltz, had left for her home in Connellville on an early evening train. Court was in session but seven minutes when an adjournment was taken until Thursday morning at 10 o'clock.

After the jury had made its report Judge Van Swearingen ordered them to the quarters they had been occupying during the period that had intervened since the trial began on March 17. Several who would have found it difficult to get home remained but the majority left, after receiving their pay, at the rate of \$4 a day, and mileage.

GRIEF OVER WIFE'S DEATH HASTENS END OF PATRICK CONNELL

Patrick F. Connell, 69 years old, well-known resident of Dunbar, died Sunday afternoon at St. Francis Hospital, Pittsburgh, to which he was admitted three weeks before. Grief over the death of his wife, two months ago, was largely responsible for his death. He was born at Sand Fork, W. Va., October 20, 1854, a son of the late Thomas and Anna Connell. At the age of 20 he came to Dunbar and had resided there continuously since. He was a member of St. Anthony's Roman Catholic Church, Ancient Order of Hibernians and of the Altar and Rosary Society of his church.

He is survived by the following children: Thomas D. Fairmont, W. Va.; James V. Dunbar; John J. Akron, O.; Michael S. Morgantown, W. Va.; William C. Philbert; Edward F. and Ann, at home. He is also survived by 12 grandchildren and the following brothers and sisters: Thomas and Edward Connell, Clarksville, W. Va.; Michael and John, Weston, W. Va.; Bridget, Mary and Anna Connell, Weston, W. Va.; Mrs. Ella Graham of Dunbar township.

The body was removed by Funeral Director J. P. Burdians from the hospital Sunday afternoon and taken to the home at Dunbar. Requiem high mass will be celebrated at St. Anthony's Church Wednesday at 9 o'clock, followed by interment in the church cemetery.

Abe Blair Burned By Molten Steel

Mrs. U. C. Blair of Vanderbilt went to Houston, Washington county, to see her son, Abraham Blair, who was fatally burned at 2:40 P. M. last week.

Wife Gets Brown Estate. GREENSBURG, March 26.—The will of Edward Brown, late of Mount Pleasant, was placed on file in the Register of Wills office yesterday. He bequeathed his entire estate, valued at \$2,000, to his wife, Mahal R. Brown.

Subscribe Now. Subscribe for The Weekly Courier.

JACOB L. SHERBONDY, RETIRED MERCHANT, DIES AT DAWSON

Jacob L. Sherbondy, retired merchant of Dawson, died Tuesday at his home in Bailey street, after an illness of two and a half years—a general breakdown in health. He was taken suddenly worse Tuesday morning and expired in the evening. He was 72 years old.

Mr. Sherbondy was born at Norwalk, a son of John W. and Chris. (Maia) Sherbondy. He married Miss Martha Strawn of Perryopolis. For many years he had been engaged in business at Dawson. He first operated a clothing store, later devoting his attention to the grocery line. Besides his wife and a son, Harry J. Sherbondy of Dawson, he is survived by a brother, A. G. C. Sherbondy of Normalville, and two sisters, Mrs. Harriet Younklin of Uniontown, formerly of Pennsylvania, and Mrs. Belle Whitsett, wife of Harry Whitsett, of Rustia, Pa.

In religion Mr. Sherbondy was a Methodist, being a member of Cochran Memorial Church at Dawson.

JOSEPH M. McCULLOUGH, SCOTTDALÉ CONTRACTOR, IS CALLED BY DEATH

SCOTTDALÉ, March 26.—Joseph M. McCullough, 71 years old, well-known contractor of Scottdale, died this morning at 5 o'clock at the family home, Hickory and Brook streets, following an illness dating back to over a year ago. He was born in Ireland August 4, 1853, and came to this country at the age of nine years. He was married to Miss Julia, and when a young man he located in Scottdale and engaged in the contracting business. He obtained to make his home at this place and was one of the most highly respected residents of the town. He was a member of the Presbyterian Church, Marion Lodge of Masons, the Elks and Knights of Pythias. He is survived by his wife, Mrs. Margaret McCullough; two daughters, Mrs. J. Clyde Whitely of Connellville and Mrs. Frank Conway of Scottdale, and four grandchildren.

Mrs. C. T. GILES CALLED BY DEATH FOLLOWING STROKE

A message was received by Mrs. Joseph Gillman announcing the death of her sister-in-law, Mrs. Charles T. Giles, formerly of Connellville, Thursday at 7 o'clock at her home in Grove City. Mrs. Giles suffered a stroke of paralysis a few weeks ago and only several days ago word was received here that her condition was improved.

She had a host of friends and also a number of relatives in Connellville, where the family resided for many years. Mr. Giles was in the jewelry business here and after disposing of his store the family moved to Grove City. Mrs. Giles' maiden name was Shaw.

The body will be brought to Connellville, the time to be announced later, for burial.

JOHN DIVELEY, OLD TIME TEACHER, DIES AT MEYERSDALE

MEYERSDALE, March 27.—Prof. John Diveley, after an illness of six weeks, died Wednesday morning at the home of his sister-in-law, Mrs. Eliza Diveley, where he made his home. His brother, Charles Diveley, died last Saturday. John Diveley was the last of the Diveley family. He was a veteran of the Civil War and since the close resided in Meyersdale, where he taught school for a number of years. He also taught at Cumberland, Frostburg and other places. For some time he conducted a shoe store in Meyersdale but for several years he had lived a retired life. He was 84 years old.

MRS. REBECCA SHUPE, 94, DIES OF BURNS

MOUNT PLEASANT, March 25.—Mrs. Rebecca Shupe, 94 years old, of Alverton, died this morning at the Memorial Hospital. From burns suffered about two weeks ago at her home when her clothing caught fire. According to a story given out at the time Mrs. Shupe had lit a pipe which she was smoking and dropped the lighter on her clothing as she was in the act of tossing it toward a grate.

A. M. Haines Enjoying Winter in Florida

A. M. Haines, writing from St. Petersburg, Fla., to L. G. Hoover, tells of his fine winter vacation there and has made his friends envious of the good times being enjoyed.

All in one paragraph he says the sun is shining; that he is going fishing in the morning and in the afternoon expects to see the Boston Braves and the New York Giants play. He will spend the remainder of the winter there.

Trucks Flooded at Markleton. The Baltimore & Ohio tracks were flooded by the Canadian at Markleton.

Former Minister Leishman Dead

PITTSBURGH, March 25.—John G. A. Leishman, formerly of Pittsburgh, who was in the diplomatic service of the government from 1897 to 1913, died yesterday in a hotel at Monte Carlo, according to word received by friends here last night. Death was attributed to heart disease.

Mr. Leishman was born in Pittsburgh and would have been aged 67 today. In 1897 he resigned as president of the Carnegie Steel Company to accept the nomination tendered by President William McKinley as American minister to Switzerland.

Trucks Flooded at Markleton. The Baltimore & Ohio tracks were flooded by the Canadian at Markleton.

Homes in Lower West Side Are Surrounded by Flood

EVERSON FIREMEN ENTERTAIN 300 AT MINSTRELS' FEAST

All Who Took Part in Recent Show at Scottdale Theatre Guests.

IS DELIGHTFUL AFFAIR

EVERSON, March 25.—The Everson Volunteer Fire Department held a banquet at the Scottdale Theatre last evening, with covers laid for 300 persons. The guests of honor were the members of the cast of the minstrel given recently at the Scottdale Theatre by the fire fighters. Those who took part in the minstrel and were guests at the banquet were Regis A. Keegan, Eugene Trost, Walter Richter, D. B. Canney, William Moran, Arthur Boyle, Thomas Carlin, Maria Mulroy, William Zanes, Thomas Carlin, Felix McGivern, Alex Szew, Max Stern, Edward Harshman, D. B. Canney, Edward Harshman, D. B. Canney, Preston Hamilton, Roy Gause, Carl Pritchard, James Rutherford, Charles Smith, Kenneth Miller, J. D. Sullivan, William Kappel, Michael Coyne, William Reese, Louis Turk, William Tully, James Reynolds, Helen Riley, Gladys Laughlin, Florence Kuhns, D. B. Barnard, Foran Hashman, Michael Scorbuzel, Don Brooks, "Puss" Thomas, "Pats" Fazenaker, N. Burger, Joe Milano, Mike Simpson, Nick Weaver, Mike Hawkins and Lex Porter.

Berkoff's Orchestra furnished the music. The hall was tastefully decorated in green, red and white, and the tables were decorated in cut flowers. Small American flags were given as favors.

James Keegan was toastmaster. He thanked the members of the club for the use of the rooms and E. C. Ludwig of Pittsburgh for the out Governor, Mr. Ludwig, being unable to be present, had "said it" with flowers for the decorations. He also thanked Frank Berner for the song sheets and the Kamel Club for the share in making the affair a success.

Mrs. Elizabeth Hill and Miss Lillian Kuhn sang several solos. L. G. Compensing of Uniontown was the speaker of the evening. C. F. Lewis gave several excellent readings.

An umbrella was presented to each mother who helped cook the meal. Following the banquet dancing was indulged in until the early hours of the morning.

The Everson Fire Department was organized in 1909. The first chief, Dr. M. A. Noon, and Mrs. Noon and Robert Gove, the assistant chief, and his wife were at the banquet.

WEST SIDE HOMES SURROUNDED; SOME OF THE TENANTS FLEE

The lower part of North Seventh street, West Side, was mostly surrounded by flood water, with eight houses surrounded by water. Cellars are flooded and in two instances, the water was covering the porches.

Mrs. Katherine Fitzmorris and her four children and Mr. and Mrs. George Lapostoli vacated last night. Six families were still in their homes.

Mrs. and Mrs. Dewey Flynn and their infant child left their home this morning when it was threatened. They reside in First street, along the river bank.

The sharp bend in the river, throwing the heavy and direct current of the river into mid-stream, is keeping the homes from being taken down the river. If it rained two feet it was said to be probable that two houses will be moved off the foundations.

Parents Serving Nine Days in Jail for Not Observing School Law

John Kosser of Moyer and Robert O'Neill of the Gault School District are serving nine day jail sentences in the county jail at Uniontown for violation of the school laws. They were prosecuted by Adam Wilkerson, transient officer.

The men, given hearings before Alderman Fred Blank, refused to pay the fine of \$2 and costs of \$6.20 imposed on each. They indicated they would rather go to jail.

Several families are compelled to vacate; Others Remain.

Following an all night rain, accompanied by warm temperatures throughout yesterday and last night the Youngbush River rose to flood stage with exceeding rapidity today and at 2 o'clock had topped the walls along the yards of the Baltimore & Ohio railroad, covering the tracks. Families were driven from their homes in the lower sections of the West Side and a reading from the bridge here showed the water to be at a height of 15.15 feet.

The flow of water is greater than at any time since the flood of 1907. A stake driven in the ground on the West Side was about four feet away from the mark attained today.

The rise of the river since morning was rapid. Last evening the reading showed it to be at a stage of 7.55 feet. This morning it was at 12 feet at 6 o'clock and at noon had reached 15.15 feet. Another reading at 12:35 o'clock showed this figure to 17.20 feet and at 1 o'clock it had gone up to 17.55 feet. The maximum figure reported was 17.55 feet and many were inclined to think this was not the peak.

Several Families Are Compelled to Vacate; Others Remain. NO PROPERTY DAMAGE

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Half a dozen tracks in the upper Baltimore & Ohio yards were rendered useless and auxiliary ties were being carried to places of safety. Baltimore & Ohio tracks on the P. M. & O. branch were out of commission.

Philip Knigh, chief engineer of the Mount Airy Water Supply Company, an Indian Creek, reported that stream reached its record height, established in 1907, at 1:30 o'clock this afternoon and was still rising. The water company has kept a record of the height, a stake being driven in the mountain side 17 years ago when the other side of the creek was reached. The houses of the company are still above the water level. It is estimated, it about eight feet above normal. Water at the mouth of the stream, backed up by the flow of the Youngbush River, is within a few feet of the top of the arch of the Baltimore & Ohio railroad bridge there.

There were no trains on the Ind an Creek Valley road today, slides blocking all progress.

Water was leaping over the railroad tracks under the Crawford avenue bridge.

The S. W. Water Company was forced to suspend pumping operations at its plant just east of West Penn power house.

A small slide, blocking one track, occurred a short distance west of Ohioport. This caused about a half hour delay, delaying the mountain accommodation, No. 43, for that length of time. Because No. 63, from Clarksville to Pittsburgh, was away behind schedule time, due to delay somewhere on the Monongah Division, the mountain train was run on through to Pittsburgh.

The West Penn Railways Company was slightly hindered in Uniontown, but it was reported at local offices that water had not yet gone over the rails at other points.

In Uniontown Rodmans creek overflowed its banks at Grant street and at the foot of Beeson avenue. In the former instance the car line to Fairchance was blocked and a transfer of passengers at that point was necessitated. Traffic entering Uniontown from the opposite end was halted in the Pennsylvania viaduct at the foot of Beeson avenue. Passengers were loaded and unloaded at that point.

At Dunbar the Dunbar creek had also overflowed its banks but street car traffic was not interrupted at noon. The crews of the cars reported water over the bridge at that place but it was not so deep on the rails but that cars could operate.

The bridge over the Youngbush River here was lined throughout the morning with men and women who watched the swirling water flow beneath, carrying a burden of driftwood, small shacks or any obstacle which lay within the path of the rising waters.

The rise of the water was very rapid this morning. At 8 o'clock it was practically three feet from the top of the retaining wall of the West Side hotel. At 10:30 o'clock it had reached the top and was flowing across a portion of the lawn. Four feet of water filled the hotel cellar.

The current was reported coming in to the bank on the Baltimore & Ohio side of the river at the upper end of the yards. It was said this did not endanger rail property to any great extent, however, as only storage tracks are close to the river and the loss would be slight if these did go.

The temperature yesterday reached a height of 72 degrees. This, followed by the rain, caused a pronounced thaw in the mountain regions. The official thermometer this morning showed the lowest point last night to have been 50 degrees.

The weather forecast today predicted more rain tonight and probably tomorrow, with a possibility that it might turn to snow tomorrow. Colder weather tonight is also forecast. A cold snap would serve greatly to reduce the flood danger by stopping the thaw in the mountains and the river stage becomes lower.

Some of the ground around the West Penn power house has been washed away and the tracks have fallen into the river. Water is coming up over the ground. The abandoned steel mill at Fayette is surrounded by water.

REGION SCOUT EXECUTIVE TO MAKE SURVEY

Dr. Alexander Mitchell Will Be in Connellville Several Days.

MEET KIWANIS, ROTARY

Dr. Alexander Mitchell, region scout executive, with headquarters at Harrisburg, will be in Connellville and Fayette county all of next week to make a survey of Scouting and devise ways and means for its advancement. The executive has jurisdiction over the territory embracing all of Pennsylvania, Delaware, Maryland and the District of Columbia.

His visit of a week will include visits to Connellville, Uniontown, Brownsville and Point Marion. He will have some interesting facts to share with those interested in scout work in the county.

On Thursday Dr. Mitchell will pay his first visit to this city. At noon on that day he will address the Connellville Kiwanis Club as a special feature on the program.

Friday evening it is probable he will meet with the board of directors of the Connellville Kiwanis Club which is considering getting back of the Boy Scout movement and putting it on an active working basis.

Dr. Mitchell's visit is a very timely one. Very recently the Kiwanis Club took up consideration of placing Scouting in the city on a firmer footing and has just received a number of recommendations from the Scoutmasters' Association as to what is needed here in the work. These were to be considered at a meeting of the board of directors planned for the near future.

An active scout council, interested scoutmasters, more scouts and funds for the summer camp were among the chief necessities, the report of the association to the Kiwanis Club said. With the view of the regional executive coming now, it will give added interest to the proposition as he will be able to show, better than any other, just why scouting is vital to the boys of a community and the necessary demands made upon communities in which the work flourishes.

The report of the Scoutmasters' Association pointed out that of the nine troops in the city, four are inactive at present, mainly because they have no leaders. There are approximately 100 boys enrolled as scouts here.

CONSTABLE KILLED WHEN HURLED FROM BOOZE AUTOMOBILE

Constable Lon Sutton, 25 years old, of Fairchance was killed on Friday when he fell or was pushed from the running board of an automobile which he is believed to have leaped to arrest run runners.

As Sutton fell his head struck a telephone pole and his skull was fractured from above the right ear to the base of the skull. He died a few minutes later.

Andrew Conant and Lige Robinson, both of Morgantown, W. Va., were arrested Saturday charged with having instigated the death of Sutton. County Detective W. Bell said they would be charged with murder.

Conant was said to have confessed that after the officer had stopped their machine because the driver could not produce a license and had started them toward Fairchance the driver sped up the car and Sutton fell off. He denied that the officer had been pushed.

LOCAL PEOPLE RETURN FROM SUNNY SOUTH

Mr. and Mrs. W. E. Mier of Pennsylvan and Mrs. Ruth Fry of Scottdale arrived home last evening from Orlando, Fla., where they had been since January 25. Miss Joan Cochran of Scottdale, who accompanied them to the South, returned a week ago. The Miers were but 39 hours making the return trip.

Dr. C. D. Peterson, who had been to Florida and Cuba and who returned by way of New Orleans, arrived last evening.

A postcard to C. B. McCormick of The Courier, says that Dr. A. J. Colburn, who spent the winter at Fort Lauderdale, Fla., will arrive Monday.

WIFE GETS BOYLE ESTATE

Exception Is Steel Cook, Given to Daughter of Scottdale Man.

GREENSBURG, March 26.—The will of Thomas Boyle, late of Scottdale, was placed on file in the register of wills office yesterday. Mr. Boyle bequeathed his home and property at Scottdale as well as other personal and real estate, exclusive of three shares of preferred and one share of common stock in the United States Steel Corporation, which he willed to his daughter, Mrs. Anna Bumbelidge, to his wife, Anna Boyle.

Rev. M. J. Boyle of Aspinwall is named executor.

Subscribe for The Weekly Courier.

BIGGEST FISH I DIDN'T GET AWAY, AS WISLEY METZ RECALLS THE EXPERIENCE

St. Wesley Metz is not such a fisherman as he is a fisherman. He has been fishing for a long time and has caught many fish. He has been fishing for a long time and has caught many fish. He has been fishing for a long time and has caught many fish.

"The time I caught the biggest fish I didn't get away, as Wisley Metz recalls the experience. I was fishing for a long time and had caught many fish. I was fishing for a long time and had caught many fish. I was fishing for a long time and had caught many fish.

"I caught the biggest fish I didn't get away, as Wisley Metz recalls the experience. I was fishing for a long time and had caught many fish. I was fishing for a long time and had caught many fish. I was fishing for a long time and had caught many fish.

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Saturday's Yough River Flood Crest 21 Inches Higher Than Year 1907

Saturday's flood stage of the Youghiogheny River was the highest of which any one living here has recollection, so far as could be learned. It exceeded that of 1907 by 21 inches, according to an official measurement by City Engineer J. E. Hoeschel. It was higher than a much discussed flood of 1888. Evidence of this is found in the fact that never before did water flow through the West Side Hotel, while Saturday night it swirled through the hall of the hotel a foot deep.

During the flood of 1907 Engineer Hoeschel placed a mark on the curb in Water street, near the Hias Hotel. He measured Sunday and found the peak of the 1924 flood was 21 inches above that of the previous record one. Water stood seven inches deep on the first floor of the Hias Hotel. This was three inches deeper than during the 1888 flood.

M. J. Roland, proprietor of the West Side Hotel, estimated his loss by flooding of the basement and ground floor at \$2,000. The water began flowing into the hallway of the hotel about 6 o'clock. It did not begin to recede perceptibly until after midnight and not until well toward morning was the first floor free of water. Water covered the sidewalk in

T. ROBB DEYARMON, REAL ESTATE MAN, IS DEAD AT DAWSON

T. Robb Deyarmon, 76 years, four months and 24 days old, one of the most widely known and highly respected citizens of Fayette county, passed away at his home at Dawson Saturday evening at 9 o'clock, following an illness of a complication of diseases. The end was hastened by an attack of grip.

Mr. Deyarmon was born on November 5, 1847, at the old Deyarmon homestead in Jefferson township, being a son of the late David and Isabelle Deyarmon, and one of a family of six children, consisting of four girls and two boys.

BRIDGE ACROSS CASSELMAN AT CONFLUENCE OUT

Water So High Casselman River and Laurel Hill Creek Meet.

MUCH OF TOWN FLOODED

CONFLUENCE, March 31. — The county bridge spanning the Casselman River was swept away by the flood Saturday evening and as a result the East Side and West Side are separated, except by a long detour by way of the Western Maryland bridge.

The water of the Casselman rose 25 feet, it is estimated. Laurel Hill Creek also was out of its banks and the two streams met at the crest of the flood, near the First National Bank.

Two thirds of Confluence was under water and thousands of dollars' damage was done by flooding of homes and business houses. No attempt was made to definitely estimate the loss.

The water of the Youghiogheny River was over the county bridge but the structure held.

The Casselman was higher than ever known.

Part of the warehouse of Harvey Kurtz' store was washed away. Many small buildings were carried off by the flood.

M. E. Goller, blacksmith, and Mr. Blosser all but lost their lives when a boat they were using overturned. Considerable difficulty was experienced in getting Blosser out.

THREE CHILDREN DROWN IN INDIAN CREEK AT MELCROFT

When the swift current of Indian Creek seized the raft upon which they were playing, three children, two boys and a girl were carried to their death at Melcroft at noon Saturday.

The dead are:

Andrew Dosky, 11 years of age.
Joseph Skross, 14 years of age.
Viola Skross, 8 years of age.

When the water formed a pond around the homes of the miners at Melcroft, the busy mining community of the upper Indian Creek valley, the three children secured an old flat boat and paddled around the pond formed by the flood. Getting bolder and bolder each minute, they ventured farther into the stream, despite the warning of neighbors.

Making their second voyage they ventured too far into the current that caught the boat, swept it into the middle of the stream, where it overturned.

Andrew Dosky, the youngest of the boys, hearing the screams of the girl, strove to save her, but the current was too strong and carried him with it, while his frantic shout brought the other lad into the turbulent stream.

The girl secured hold of a fence post, on which she rode while her life ebbed away. About a quarter of a mile below the scene of the accident, her body was found.

Searching parties worked Saturday, Sunday and this morning with their hunt being fruitless.

MORRELL MAN LEAPS INTO DUNBAR CREEK; BODY IS RECOVERED

While crossing the West Pennistown at Fayette Sunday morning, Herman V. Hughman, 37 years old, of Morrell, jumped into the waters of Dunbar creek, raised by the flood, and was drowned. His brother, Arthur J. Hughman, who saw the man, make his leap, ran to the bank of the stream and endeavored to save him but without success.

Relatives of the man say he was mentally unbalanced. Several persons saw him jump from the trestle. His brother reached the Pennsylvania bridge before the struggling man had been washed that far. The water was so high he was able to grasp the body of the current was so strong it was only with super-human effort he was able to drag the man towards shore.

The rescuer plunged waist deep into the stream, still holding to his brother's corpse, and heaved him and his lifeless body.

The body was found Monday near the place where it was last seen. Fear had been felt that it would be washed into the Youghiogheny river and possibly carried far away.

The young man had been in poor health for several months. He lived with his brother.

Coal Freight Rates

EFFECTIVE JULY 1, 1923.

TO EASTERN PORTS, Rate per Gross Ton of 2,240 lbs.	ORIGINATING DISTRICT			
	Connelville			
	Westmoreland			
	Pittsburg	Pharmington	Chargr	Latrobe
	(4)	(8)	(7)	(5)
Baltimore, Md. (Track Deliv.)	\$4.34	\$3.02	\$2.94	\$2.81
Chester, Pa. (P. & R.)	2.24	3.70	2.94	2.81
Philadelphia, Pa. (P. & R.)	2.24	3.70	2.94	2.81
Harrisburg, Pa. (P. & R.-P. & R.)	2.73	2.58	2.44	2.32
Johnstown, Pa. (R. & O.)	1.39	1.39		
Johnstown, Pa. (P. & R.)	1.04	1.63		
Lebanon, Pa. T. & R. and P.	2.24		2.51	2.71
New York, N. Y. (Albany St.)	4.45	3.34	3.19	3.02
New York, N. Y. (Wholly)	5.82	4.47	3.32	3.23
Philadelphia	2.24	3.70	2.94	2.81
Spartans Point	3.24	3.08	2.94	2.81
Scranton, Pa.	2.73	2.58	2.44	2.32
Solida Bethlehem, Pa.	3.34	3.21	3.06	2.98
Syracuse, N. Y.	2.24	2.21	2.06	2.00
TO ATLANTIC PORTS VIA P. & R.				
Greenwich, Conn.	3.24	2.69	2.54	2.44
Greenwich, export	3.24	2.67	2.52	2.42
South Amboy, P. O. & R.	2.14	2.03	1.94	1.84
Hempstead Cove	2.23	2.04	1.99	2.19
Greenwich	3.23	2.84	2.69	2.79
London, Brito, Conn.	2.24	2.00	1.94	2.31
Canter, Brito, export	2.69	2.69	2.36	2.29
TO ATLANTIC PORTS VIA R. & O.				
St. George, Fla. (Wholly)	3.24	3.24		
Armington and St. George	2.33	2.33		
Philadelphia, P. & R., with Cape	2.24	2.24		
Philadelphia, P. & R., without Cape	2.67	2.57		
Canter, day and night	2.24	2.24		
Canter, day and night	2.24	2.24		
Canter, day and night, with Cape	2.69	2.59		
The Baltimore and Annapolis Railroad (Baltimore) has a line to the Farmington group south of the Pennsylvania State line to Johnstown at \$1.76 per ton. Rates to Johnstown from Greensburg and Latrobe groups apply. The Farmington group is from point of origin to destination.				
The Connelville branch of the Pennsylvania Railroad has points on the Eastward Branch of the Pennsylvania Railroad south of Houndsburg from points to the Pittsburgh, Virginia & Charleston and points on the Southern Railway, Maryland.				
The Farmington rate on shipments via the Baltimore & Ohio applies to shipments from points west of Saterville, Pa.; from points on the Southfield & Shawmut Branch and from the Farmington Reg.-O.				